

REPORT NO.

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EVALUATION PLACE OBTAINED 25X1

DATE OF CONTENT 29 September to 17 October 1952

25X1 DATE OBTAINED [REDACTED] DATE PREPARED 18 November 1952

REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE)

REMARKS

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1. Air activity observed at Grossenhain airfield during the period from 30 September through 9 October 1952 included:

30 September. From 7:30 to 11 a.m., swept-back jet fighters practiced individual take-offs and landings. Flying in formations of 4 planes at an altitude of about 4,000 meters was also observed. The planes broke formation by heading in different directions while the leading plane continued on its course. After some time the planes again assembled in formation. The planes landed at an interval of about 800 meters. From 3 to 6 p.m., there was formation flying as in the morning; 17 take-offs by single-engine aircraft and some take-offs by a biplane were also observed.

1 October. In the morning, there was flying by swept-back jet fighters and also by some single-engine planes. At 9 a.m., 28 swept-back jet fighters took off in groups of 2 at intervals of about 30 seconds. The planes later assembled in formations of 8. The planes remained aloft for about 30 minutes. Prior to landing the formation broke up in 2 formations of 4 planes each which then landed individually. At 10 a.m., 8 single-engine planes took off individually and then practiced formation flying. The planes landed at intervals of 600 meters. Between 3 and 6 p.m., 28 swept-back jet fighters took off. Single-engine planes were also seen aloft. At 5 p.m., an alert unit of 6 MiG-15s was observed at the southern end of the north-south runway. Twenty-two additional MiG-15s were counted. In the morning there was a 6/10 overcast at an altitude of about 1,000 meters, and there was a visibility of 8 km. In the afternoon weather conditions deteriorated, and visibility dropped to about 4 km.

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3 October. From 11 a.m. to 5 p.m. there was flying by swept-back jet fighters and single-engine aircraft. Six swept-back jet fighters landed between 9 and 11 p.m. The landing planes used landing lights. When the planes came in to land, a large searchlight posted at the field was switched on. [] the first time that lamps were in operation on both sides of the east-west runway. Previously such lamps had been observed only on one side of the runway. There were intermittent showers, the weather was hazy and the cloud base was at an altitude of about 500 meters.

4 October. From 7 a.m. to 1 p.m., swept-back jet fighters took off heading west and returning after about 35 minutes. Three single-engine planes were observed practicing local flying.¹

5 October. There was no flying. The alert unit of 6 MiG-15s was observed at the southern end of the north-south runway.

6 October. From 10:30 a.m. to noon individual swept-back jet fighters took off and landed at the field. From 3 to 6 p.m., there was flying by swept-back jet fighters and single-engine planes. At 3:30 p.m., a single-engine plane towing

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an air sleeve circled over the field at an altitude of 400 meters. Seven planes were observed practicing aiming at the air sleeve without firing. After these practices were completed, the air sleeve was dropped over the field, and the tow plane landed about 4:30 p.m. Take-offs in groups of two were observed between 9 p.m. and midnight. The planes landed individually. The runway lights were switched on for take-offs and landings. Obstacle lights, however, were seen throughout the duration of night flying. A searchlight illuminated the runway when planes were going to land.

7 October. After 4 p.m., 3 swept-back jet fighters made 10-minute flights over the field. There was heavy night flying from 7 to 9 p.m. Individual take-offs and take-offs in groups of 2 were observed. At 5 p.m. on 8 October, aircraft were observed aloft in connection with an army night exercise. The weather was cloudy, there was a strong southwesterly wind, and visibility was about 1.5 km.

8 October. There was heavy formation flying during the day. There was flying by swept-back jet fighters from 7 to 11 p.m. At 4:45 p.m., the alert flight of 6 MiG-15s besides 25 swept-back jet fighters and 9 single-engine aircraft were observed at the field.

9 October. There was flying at the field from 7:30 a.m. to 7 p.m. and from 8:30 p.m. to midnight. The planes took off and landed individually. Flying in formations of 5 was practiced. There was a 6/10 overcast, and visibility was 8 km.²

2. About 5 p.m. on 6 October, 11 crates were loaded by means of a mobile crane in front of the second hangar from the west. The crates were subsequently loaded on flatcars on the spur track. All the crates had the same size, and one each was loaded on one railroad car. The crates which were almost as long as the flatcars appeared to be empty.³

- 25X1 3. On 11 October, [redacted] 36 MiG-15 or type-29 aircraft parked in front of the hangars at the field. A single-engine plane was seen in front of the third hangar. Swept-back jet fighters took off about 11 a.m. At 11:30 a.m. on 17 October, 5 MiG-15s took off individually and then assembled into one formation.⁴

4. On 6 October, 11 railroad cars loaded with one aircraft crate each were observed on the spur track of the field.³

- 25X1 5. On 17 October, [redacted] poles were driven into the ground along the Elsterwerda-Grossenhain highway about 1 km distant from the board fence around the airfield. It appeared that an additional wire fence was under construction. Thirty-two Soviet soldiers who wore red-bordered black epaulets with artillery insignia marched from the town to the airfield. They returned after about one hour. Truck [redacted] the driver of which wore black-bordered blue epaulets was seen at the main gate of the installation.⁵

- 25X1 6. From 8:20 p.m. to midnight on 8 October, there was flying at the field. Searchlights were in operation. On the morning of 9 October, there was flying by swept-back jet fighters. Night flying was conducted from 5 to 10 p.m. There was a 5/10 overcast, and visibility was good. At 6:30 p.m. on 11 October, 3 MiG-15s circled over the field at an altitude of 300 meters. Three other MiG-15s were also observed flying. Four red lamps were observed at the eastern edge of the field. Two trucks each of them mounting two searchlights were parked near the red lights. White and green lamps were seen on the sides of the runway. A searchlight directing its beam toward the southwest was seen in the northeastern corner of the field. Another searchlight, which was apparently located near Zeithain, was also in operation.⁶

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- 25X1 1. Comment. It is believed that the planes flew to the firing range near Stehla on the Elbe River. This range is used by the fighter regiments from Grossenhain and Alt-Loennowitz.
- 25X1 2. Comment. The air activity observed followed the usual pattern. Formation flying was practiced at regimental level. The fact that formation flying was also practiced by single-engine training aircraft indicates that pilots who have not yet reached the final stage of training are also stationed at the field.
- 25X1 3. Comment. On 24 September, more than 40 aircraft crates were observed leaving Grossenhain airfield. It appears that all aircraft crates which are still in the Soviet Zone of Germany are going to be returned to the U.S.S.R. Observations made at other airfields also indicate that the aircraft crates are empty.
- 25X1 4. Comment. Two fighter regiments and the headquarters of a fighter division are believed to be stationed at the field. A sizable number of MiG-15s is probably housed in the numerous hangars. The alert planes are permanently parked at the southern end of the north-south runway.
- 25X1 5. Comment. It is believed that the soldiers of the light AAA battery emplaced at the field are quartered in Grossenhain.
- 25X1 6. Comment. It appears that searchlights are posted near the airfield as direction indicators when night flying is conducted at the installation.

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